GRUMMAN
plane news
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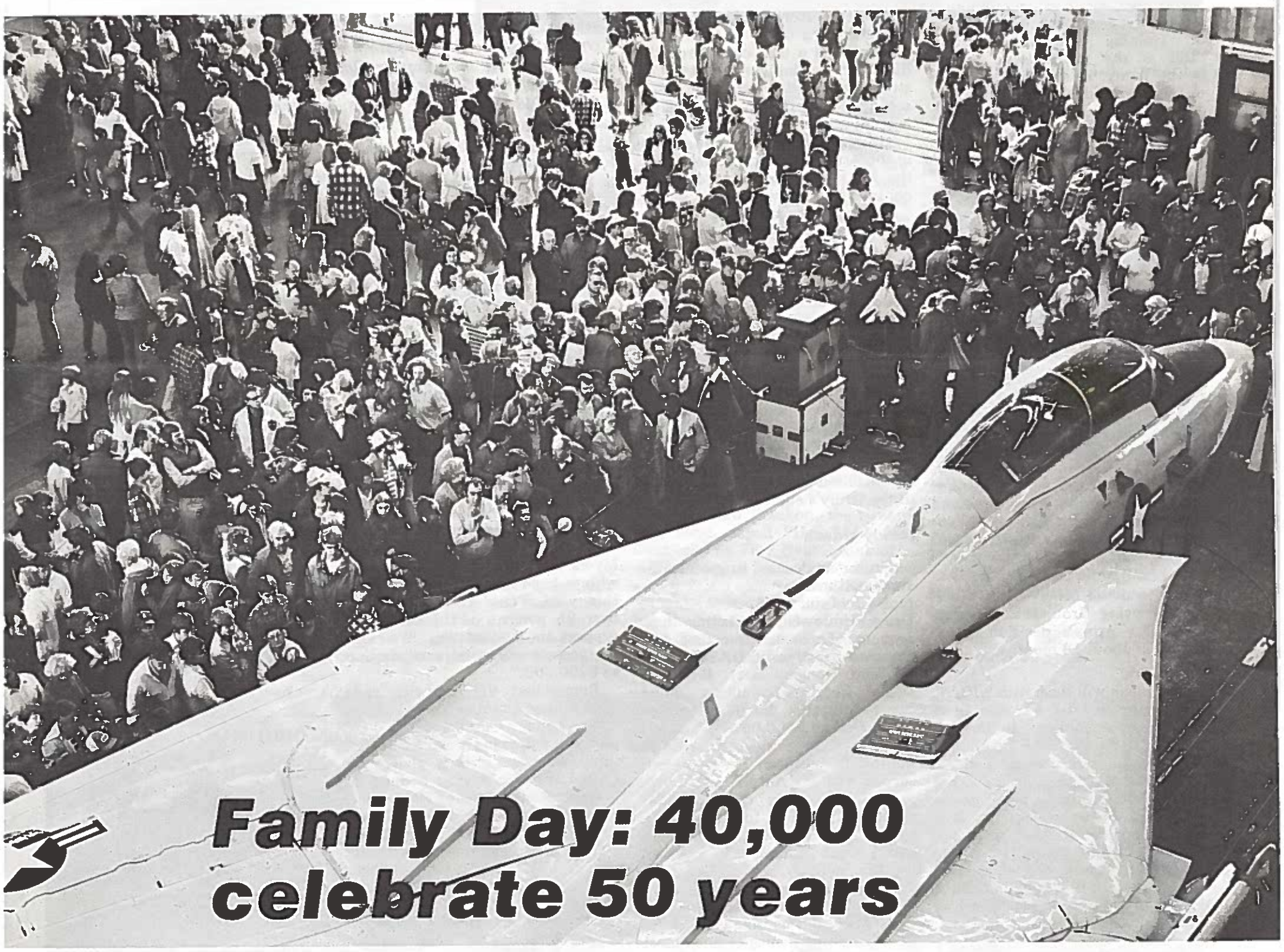

Family Day: 40,000 celebrate 50 years

Hawkeye turns 20: getting older and better
- pg. 6

Two training systems built for Army tests

When the Training Systems Department won a $711,000 contract in September to produce two Army Maintenance Training and Evaluation Simulation Systems (AMTESS), it began the final phase of the competition to develop a basic, across-the-board technology. The design the Army chooses will be the basic design for the simulators the Army will use in all its future maintenance training programs.

"From Grumman's standpoint," says Harvey Fromer, the director of Training Systems Programs, "this is *the* maintenance trainer in the Army. It is chance to get in on the ground floor with a new customer, a substantial long-term business opportunity."

After the two systems are built, one will be sent to Fort Bliss,

Disco training. *Bill Frank of Training Systems shows how to use the video disc system, part of Grumman's design for the Army's maintenance trainer.*

Texas, and the other to the Aberdeen Proving Grounds for evaluation. The Army's decision is expected in about 18 months.

Teamwork

Grumman will team with WICAT, a company in Utah specializing in video disc technology, to develop the AMTESS trainers. The design joins a microprocessor with a video disc playback unit to give a trainee instruction in maintenance procedures on a television monitor. The trainee can answer questions "asked" by the simulator by typing out the responses on a keyboard. This unit is tied in with a replica of the actual equipment to give the trainee "hands-on" experience.

According to Art Sholinsky, the manager of the AMTESS Program, "This is the first time the video disc will be used in such a broad training application."

Video discs, which are cut and read by laser beams, look like phonograph records and carry the same information as video tapes. But Grumman chose the video disc system for AMTESS and the EA-6B trainers being developed for the Navy at Whidbey Naval Air Station because it has some important advantages over tape.

More versatile

"You can store 54,000 frames on one side of a disc," Sholinsky explains, "and a unit can search the disc for an individual frame to study and find it in a couple of seconds." In addition, a disc player is more versatile and reliable.

Grumman's design is one of two in the Army's prototype evaluation, the last step before a production contract will be awarded.

Two systems are being built for the evaluation. One is for automotive maintenance training, the other for missile component maintenance. Sholinsky says the Army selected these two specializations "because they are two ends of the maintenance spectrum. What they are really evaluating is the concept of the trainers' designs. If the basic concept is accepted, it could eventually be used for all maintenance trainers." Fromer emphasizes the point. "Our job is to prove that the disc system will work in training maintenance personnel for all of the Army's equipment."

Steady growth

Grumman decided to get into the simulated maintenance training systems field in 1978, according to Gerry Hollowell, marketing manager for Trainers. "Our first contract was for the A-6 DRS (Detaching and Ranging Set). It was a small, quarter-of-a-million dollar contract at first, but it has grown to more than $600,000. In the last year we've been awarded over $5 million in business, based on our success with the A-6 DRS."

Sholinsky notes that the idea of using simulation to train maintenance personnel is still new and hasn't been completely accepted by the military, but its benefits are too obvious to be ignored.

"We can insert faults into the system without causing catastrophic or costly damage, and most importantly, without causing injury," says Sholinsky. "It is the safest way to give potential maintenance personnel the widest experience of troubleshooting faults in a system."

West Coast visit. *Grumman Corporation Chairman Jack Bierwirth checked out the F-14 System Integration Test Station (SITS) during his recent visit to Grumman Operations at Point Mugu, California. Explaining how SITS is used to test F-14 system updates is engineer James O'Brien (C) and Charles Brown (L), Director of Pt. Mugu Operations.*

United Way needs you

In these inflationary times, the United Way of Long Island relies heavily on its neighbors for generous contributions.

At Grumman, the annual campaign is well under way. By now, all Grummanites should have received special payroll deduction cards and United Way literature. If you haven't, your administrator will be glad to give you the material.

Goal: $700,000

"Grumman has its work cut out for itself this year," says Bob Myers, Vice President-Resources who is head of the corporate drive this year. "Our goal is to have over 95 percent of the workforce support the United Way. We hope to increase our total contribution to $700,000."

Remember: the campaign ends next Friday, October 31.

On Friday, October 10, an appreciation drawing was held for all those who are already giving the United Way via payroll deduction.

Christopher Fiegel of Plant 3 and Steven Focardi of Plant 1 won $500 shopping sprees. Winners of 100 gallons of gasoline were: Deane Flader of Plant 25, John Sullivan of Plant 28, and Hilda Bernardo of Plant 40.

Other winners (plants in parentheses) were:

Gas barbeque grill — Gordon Zaino (3) and Victor Gabriele (5). *Indoor/outdoor portable TV* — Kenneth Kinman (79) and Kenneth Rathjen (25). *Bicycle* — Fred Reiff (5) and Gerard Peithman (5). *Auto vacuum cleaner* — Karl Gustafson Jr. (39), Warren Soper (14), Henry Huttenlocher Jr. (25), Robert Alleva (14), Robert Johnson (1), and R. Schundelmier (Energy Systems). *Picnic set* — Raymond Fong (5), John Kruger (2), Charles Glynn (77), Rosemary Maginnis (Energy Systems), Robert Gillen (77) and Richard Wong (40).

Auto spotlight — Dominick DiFede (30), Roseanne Smith (5), Joseph Chernes (43), Howard Hulse (8), J. Witte Jr. (Energy Systems), and Victor Pellicione (35). *Grumman glasses* — Robert Johnson (15), Lawrence Elmen (15), Elizabeth Hannigan (2), Robert Verzera (30), Darwyn Green (5) and Joseph Guldzung (2).

obituaries

JACOB POOT of Spotweld, Pl. 3, died Oct. 1 at the age of 54. He had been with the company since 1966 and resided at 87 Balsam Lane, Levittown.

ALBERT STANLEY WAKSHINSKY of Flight Avionics, Pl. 4, died Oct. 6 at the age of 56. He had been with the company since 1964 and resided at 48 Avenue B, Port Washington.

GRUMMAN plane news

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Just plane fun!

HAPPY BIRTHDAY TO US

More than 40,000 people came to Calverton on October 11, and that made Family Day, 1980, a day to remember.

They came to celebrate Grumman's golden anniversary — and in spite of rain that stopped and started and kept everyone guessing throughout the day, Grummanites had a great time at their 50th birthday party.

They came early. They were streaming through the gates by 8:45, even though the opening wasn't scheduled until 10 a.m., and they stayed until the very end.

"We were amazed by the turnout," says Bruce Tuttle, who was the chairman of Family Day. "We had anticipated about 9,000 cars — and more than 9,700 showed up. Our Facilities Maintenance and Plant Protection people simply 'invented' the 700 extra parking places."

The lines were everywhere. By 9:30, there were 40 to 50 people waiting outside the Grumman Memorabilia Van. They were lining up for food tickets, and lining up for coffee.

Out on the flight line, people clustered around the vintage Grumman aircraft — Hellcats, Wildcats, Widgeons, and more — that represented Grumman's early history.

When the skies opened up at 11:30 or so, everyone ran for cover — filling the hangars with the unmistakable fragrance of wet sweater. But there was plenty to see inside, too.

The kids crowded around all the TV screens to find out how fast an A-6 can fly, or how far an E2 can see. The big multi-media Pratt & Whitney show, with its space creatures and flying Grumman birthday cake, drew giggles and smiles all around.

Grumman's current product line was on static display, too.

"We'll be a little disappointed if they don't fly, but I wanted my sons to see an E·2C up close," said Marty Farkash of Plant 15. Farkash is a writer for E-2C technical manuals.

Frank DiMartino of Plant 2 brought eight other family members with him, including his father Tony who also works in Plant 2.

"It was very important to both of us to get the whole family here today," said Frank. "We wanted them to see the things that we work on — and everyone seems to be having a great time."

People made the difference. Like the man who ran back to his car to take all the plastic bags off his dry-cleaning order, then passed them out as makeshift slickers. Or the Food Services people who kept smiling all day long as they passed out hot dogs and helped little fingers pry the lids off endless cups of ice cream.

Or the old friends and new friends who shared umbrellas and helped each other get their toddlers out of the downpour.

Then at 3 o'clock, after a series of postponements, it was time for the highlight of the day: the flight demonstration.

After brief welcoming speeches by Grumman Corporation President Joe Gavin, Grumman Aerospace President George Skurla, and birthday greetings from NAVPRO head Capt. Richard Breckon, the Grumman band played "Hey Look Me Over" and an F6-F Hellcat took off.

The original plan had been for all the vintage aircraft and the four planes in the current line to fly by, but the weather made that impossible. But since the crowd had been braced for the disappointment of no fly-by at all, the Hellcat and the F-14 Tomcat were greeted with cheers and whistles.

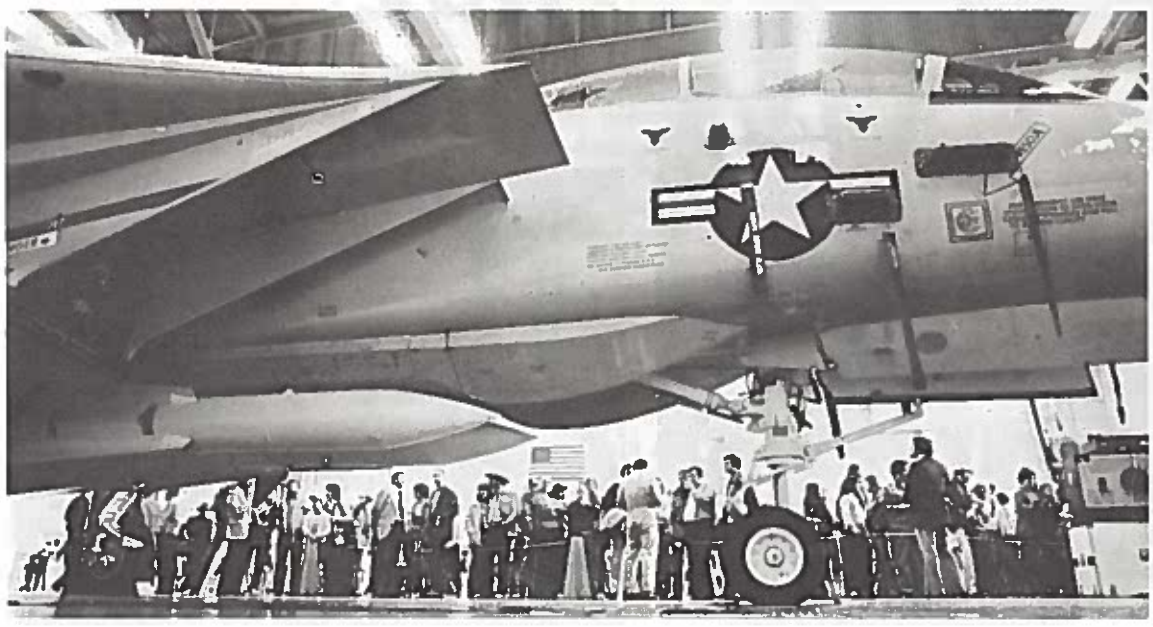
The Hellcat landed — and within a few minutes, the ground began to shake, and an F-14 Tomcat roared into the sky. People — especially the kids — stomped and applauded as it passed over the crowd, wings swept back, afterburners glowing in the mist.

"This is absolutely magnificent," said one Grummanite, his four year old daughter perched on his shoulders. "I've been here for almost eight years now, and I've never seen one fly before. What an amazing airplane! I guess we're both getting a little bit wet, but it's worth it. . . when will I ever have the chance to show her this again? I hope she's old enough to remember it."

Then the fine mist turned into another downpour. Instead of going out for a test flight as planned, the Tomcat turned back and landed. The crowd ran back to the hangars.

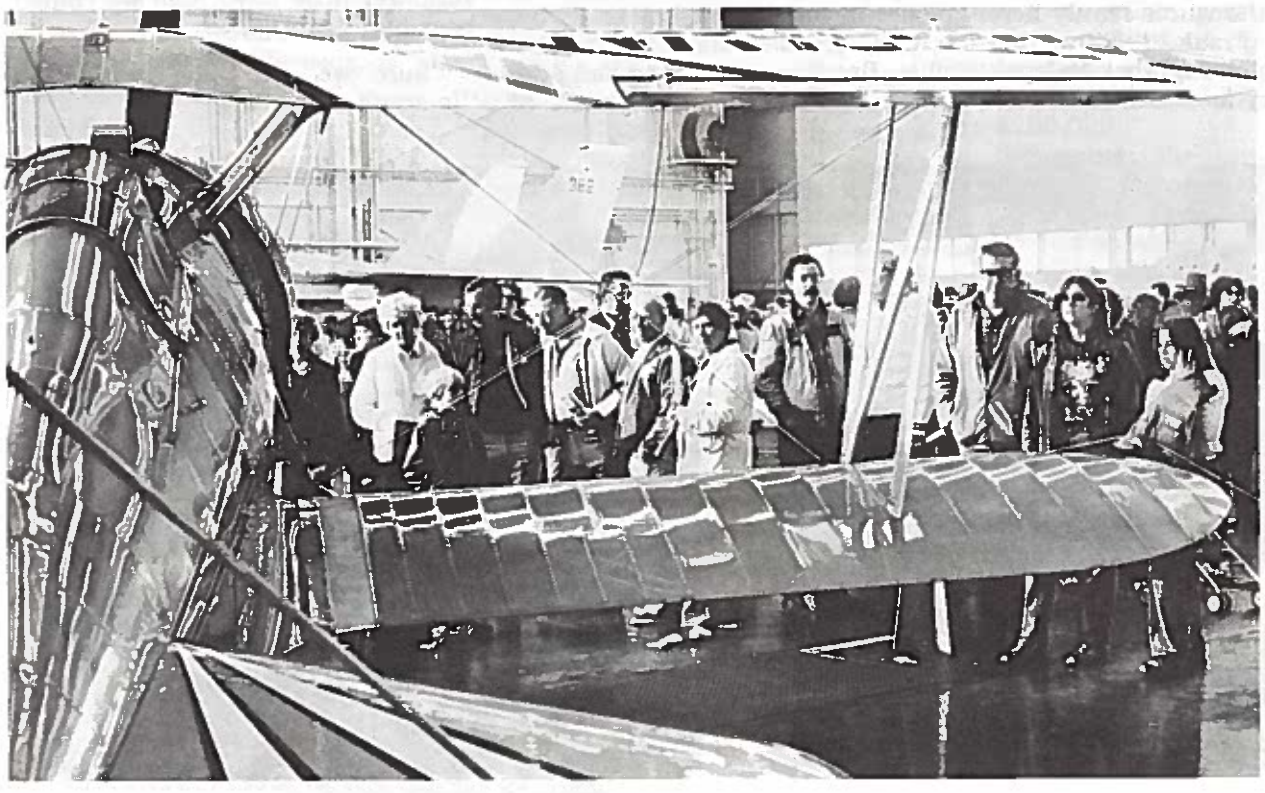
"That was neat, Mom," said one very wet little boy. "Can we come back here again?"

"Sure we can," she answered. "In another 50 years."



They came,

They saw,



They loved it!

Joe Dulvick

Don Fleming

Ironworks' early planes land at Family Day

CALVERTON, N.Y., October 11, 1980 — Observers are quick to note that this is no routine flight briefing being held in Plant 7.

Of the 25 pilots, only a handful are wearing the familiar orange flight suits. The flight outfits on the others are as varied as the Grumman vintage aircraft on the flight line outside Plant 7. Silk scarves, old leather jackets and colorful jump suits are the order of the day.

"We get a kick out of going to air shows like this," says Dick Foote, Wildcat owner and pilot. "You'd be surprised at how many people — old and young — share our love of these vintage planes."

To Foote, owning his own Wildcat is the fulfillment of an old dream. "During World War II, the Navy wouldn't let me fly those fighters, so I vowed to buy my own some day." Foote kept track of his FM-2 Wildcat since 1951. A few years ago, he finally bought the fighter.

"People always ask where you can buy one," says Foote. "It's not easy. And once you get your hands on one, it takes a lot of work to keep 'em flying."

Foote calls over Bill Simmons, the aircraft mechanic instructor for a Connecticut vocational school who helped restore the old fighter to flight status.

It's a testament of the Grumman Ironworks, states Simmons. "The Wildcat was built like a bridge... strong and sturdy, ready to take on the punishment of battle from pounding onto the carrier deck to maneuvering in heated dogfights."

Simmons quickly adds that getting spare parts for vintage aircraft is tough. "Iron castings are difficult to come by, but with a little luck and ingenuity you can get by."

Crew members of Joe Dulvick's TBM Avenger nod their heads in agreement. "Antique car buffs have it easy," says Art Kropp. "They find spare parts in old barns and garages. We have to do a lot of digging to find old warplane parts."

To the unknowing eye, it looks like Dulvick's Avenger just rolled off the production line, ready to see action in the Pacific. The torpedo doors are open and reveal a shiny yellow fake bomb. A kid wearing an "Anytime, baby" T-shirt yells over to Dulvick, "Hey, mister! Is that a real bomb? Does that gun really fire bullets?"

The Avenger crew laughs. They've heard those questions a thousand times. Dulvick walks over to the youngster and answers his questions. "It's a toss-up over who enjoys my plane the most. . .the kids and their parents or old Avenger crews."

Chatting with Dulvick's crew members proves that it's the latter. Both Kropp and Don Fleming flew in Avengers during WWII; both were downed in the Pacific, but they came back to fly again.

"It's like reliving your life of 35 years ago," states Fleming, a former gunner. As he goes on to explain the life of a turret gunner, it's obvious that this fellow has found an ideal way to relive his past.

"When I fly in the turret, it's déja vu. I'm transported back to my youth."

To other visiting pilots, this Grumman Family Day is just a great day to show off the planes they use every day. Ag-Cat pilots Robbie Robinson, Kenwood Cassens and George Parker are busy snapping photographs of the aircraft sharing the flight line with their crop dusters.

Participating in air shows is a novelty for these Aero Spray Service pilots. But when they fly their biplanes into an airport, they, too, find themselves fielding questions.

"A lot of folks ask, 'What year is that plane?' I say, '77,' and they respond '1877! Wow!' They're disappointed to learn it's not an old WWI biplane," says Robinson. Just as he turns around to snap a picture of the huge Albatross amphibian, a clap of thunder signals the crowd on the flight line to take cover.

The pilots run back to Plant 7 flight room.

The weather outlook doesn't look promising. A few pilots are staring out the windows. Over in the corner, half a dozen pilots are having an animated discussion. All of them are using their hands to demonstrate their hair-raising flight stories.

Two pilots decked out in brown kangaroo flight jackets with old worn patches on the sleeves lean against the window sill.

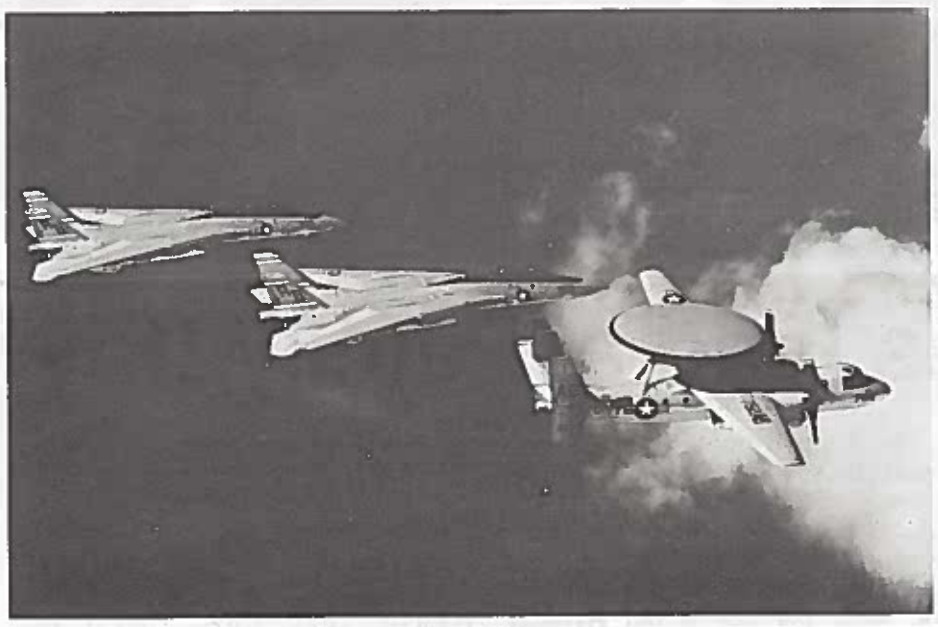
"If they loved my plane on the flight line, they would have gone crazy when they saw her in the air," murmurs one to the other.

"Yup, there'll be no flying for the fans today."

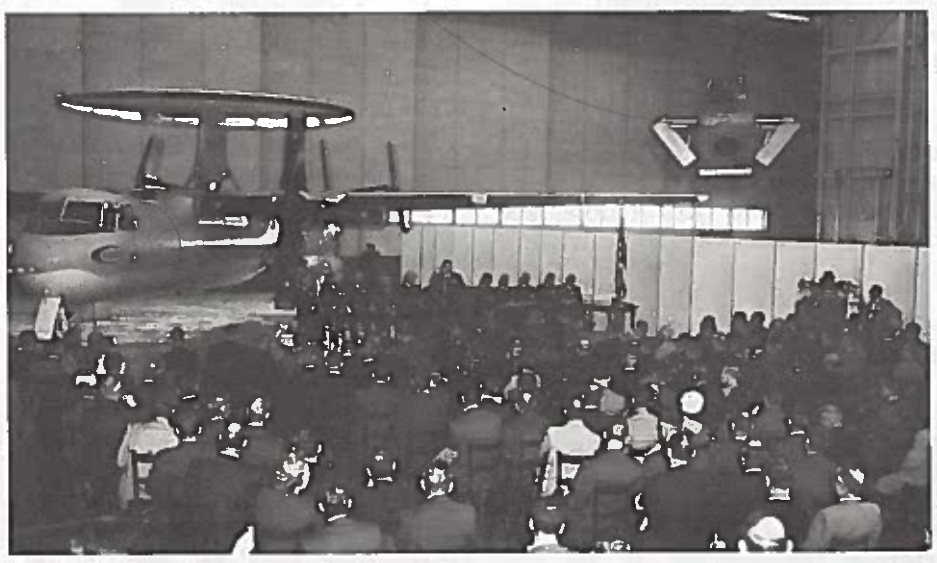
Haw

After 20 years as the Hawkeye is still ex

Did its time. *Back in 1966, flying from the deck of the U.S.S. Kitty Hawk, Hawkeyes were averaging 400 hours per month on station off the coast of North Vietnam.*



The whole is greater. *The combination of the F-14 Tomcat and the E-2C Hawkeye gives a defensive capability much greater than the two aircraft operating independently.*



We'll take it. *When the Navy accepted their first Hawkeye they owned a plane which carried the largest set of airborne computers in the world.*

Grumman programs live long lives.

In April, the A-6 program passed its 20th birthday; the F-14 is close to its 10th. Now, 20th birthday greetings are in order for the E-2 Hawkeye, and the program's management is planning the next 20 years. More customers than ever are interested in this airborne early warning (AEW) aircraft.

"The E-2C has become the eyes and ears of the world," Program Director Jim Philbin says. Israel and Japan have already purchased Hawkeyes, and there are another 10 countries or so lined up behind them."

Sign of the times

After World War II, military tactics were changing. The Navy, concerned that a nuclear attack could knock out an entire fleet, decided to spread its ships at sea farther apart. The Navy needed a scout, a way to get warning of an attack as early as possible.

The Tracer, better known as "Willy Fudd", was it, at least for that time period.

The Tracer was the first AEW Aircraft built to detect airborne attackers. But it lacked sophistication. There were no computers in the mid-Fifties small enough and light enough to be used on a plane.

By the end of the decade things were changing. Solid-state circuitry began to shrink the old, big-as-a-house computers. More sensitive radar was also being developed.

"Electronics technology had improved so radically," recalls Bill Zarkowsky Hawkeye Program Manager from 1958 to 1962 and now Vice President–Milledgeville Operations. "It was then proper to build a new airframe to carry it all into the air." The new airplane was called the W2F-1 Hawkeye.

Wasn't so easy

Engineers had to work all the bugs out of the new electronic systems. Zarkowsky tells about one of the computers. It had a memory drum that worked by spinning at 100,000 rpm. The drum would continually burn out its bearings in the process. "We tried everything to cure the problem, including bear grease."

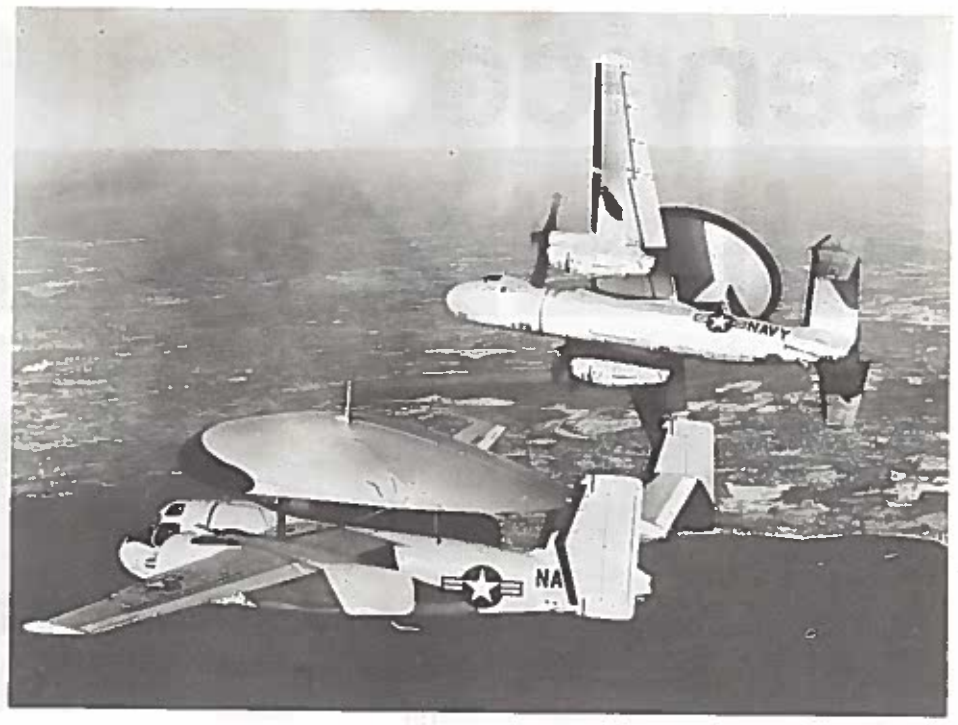
Eventually, all the wrinkles were ironed out. The first time a Hawkeye took off with all its electronic gear it carried the biggest set of airborne computers in the world.

First flight?

Aerodynamically, the plane performed better than expected in some cases. Tom Attridge, now with Training Systems, was the test pilot on the first official flight of the Hawkeye, on October 21, 1960. He says the plane actually had its first "flight" on October 9. "We

keye

Navy's 'Eye in the sky,' panding its horizons



It's your job now. *The Hawkeye heads off on its own, taking over a mighty important job from the WF-2 Tracer. The Tracer was the first plane built to detect and track other aircraft.*

were doing some high speed taxi tests, to the point where the nose wheel lifted off the ground. It was supposed to lift off at 75 to 80 knots. We found out that everything lifted off at that speed!"

The plane, Attridge recalls, was very powerful, and it was the first time he had flown a high-powered turbo-prop.

The plane had to be powerful, considering that it would be cruising at 30,000 feet while carrying five tons (up to six today) of electronic gear.

Better with time

The Navy redesignated the W2F-1s to E2As. Grumman and the Navy later updated them with microcomputers and other electronics to an E2B configuration.

New, modified airframes were constructed for the E-2C version, first delivered in 1971. Philbin says that the Navy had only planned to buy 28. "They decided, instead, to establish an all E-2C fleet. Since then the tactical air wing has become almost totally dependent on the Hawkeye for all command and control functions." The Navy now expects to buy 95 Hawkeyes.

Hawkeyes are more than just scouts. They can find, track and catalogue information on hundreds of aircraft, friend and foe, in 3 million cubic miles of air space. The computers can then decide which friendlies should attack which foes, electronically take each one to its target and tell it when to fire.

At the same time, information is continuously going to and from its home carrier and friendly aircraft.

Hawkeyes have seen combat duty in Vietnam and distinguished themselves serving the Israelis in combat.

Far Horizon

Many of our nation's other allies perceive the need for an AEW and they are turning to the E-2C Hawkeye. Ironically, says Philbin, while the recent deployment of the Air Force's E-3A airborne warning and control planes to Saudi Arabia have "made the world aware of this thing called Airborne Early Warning," the exposure may well benefit the less expensive, just-as-talented E-2C.

Philbin says that budget constraints will probably keep the airframe pretty much as it is for years to come, while the electronics are continuously upgraded.

But, he estimates that the program has another 20 years of life to it as it is. "The market is there and the Hawkeye has already proven its talents, both in combat and in peaceful applications. It's going to be around for a long, long time."

Only the beginning. *The first Hawkeye to come off the Plant 6 assembly posed with some of the people who helped build it in 1962. Eventually, 59 E-2As would be produced.*

Now pilots the program. *Jim Philbin (L), an assistant chief test pilot on the E-2C development program, flew the plane on its first flight. He's now the E-2C program director.*

service milestones

K. Lennon

G. Starr

J. Cotton

J. House

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Stanley C. Bohm, Mfg. Estimates (40)
Nicholas DeJesu, Site Mgt. (90)

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Roger M. Longenecker, Insp.-Mech. (1)

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Edwin H. Handshaw, Tanks & Ducts (2)

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Charles Doerlich Jr., Operations (5)
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Warren D. Rohde, P.A. Motion Pictures (5)
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John E. House, Prod. Cntl.-Parts Cntrl. (2)
Joan Poche, Mfg. Admin./Business Mgt. M/S (2)
Edmund Boguta, Trans.-Ops. (2)

Edward Rolko, Mach. Eng. (3)
Harold J. Stanley, Q.C. Lab. (3)
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Ahmed Sulton, Sys. Cost/Perform. Anal. (5)
Nathan Kirschbaum, Advanced Aircraft Sys. (5)
Frederick Berger, Sys. Eng. Proj. Eng. (5)

Richard C. Higgins Jr., Personnel Mgmt./ Staff (5)
Gordon E. Downs, Fluids (6)
William H. Junge, Maint. Admin. (6)
Warren M. Dodson, Flt. Test Mgt./Staff (7)
Edward J. Chlanda, Flt. Dev. Ops. (7)

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Charles Ganassa, Subsystems (30)
Henry Chodkowski, Diversion Anal. & Cntl. (30)
Howard Moreira, Safety & Maint. & Safety (35)
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John A. Saffer, Invent. Cntrl. (1)
James K. Yee, ILS Sys. Tech. Proj. Mgt. (1)
John T. Lewis, Maint.-Rearrangement (1)
Norman K. Hildenbrand, Ctr. Sect. Sub-Assy. (2)
Edward Tewes, EBW-Mach. (2)
Adam J. Trubish, Assembly (2)
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Danton L. Bos, Elect. Fab. (7)
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Frank Angrisani, ILS Resource Appl. (1)
Salvatore A. Barcia Jr., ILS Equip. Tech. Mgt. (1)
Robert Carlin, ILS Equip. Tech. Mgt. (1)
Mary A. Payne, ILS Resource Cntrl. (1)
Milton Lichaw, ILS Resource Cntrl. (1)
Ira Rubin, ILS Verif. & ILS Supp. (1)
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Martin Klugman, ILS Reqt. Def. (1)
John Rafferty, ILS Sys. Des. Eng. (1)
John Stiers, Press (2)
Thomas Allgaier, Heat Treat (2)
Leslie Butz, Controls (2)
Percy T. McAfee Jr., Major Assy. (2)
Charles J. Riley, Prod. Avionics M/S (2)
Alfred L. Porter, Prod. Cntl-Parts Cntrl. (2)
John F. Hutter, Prod. Release & Anal. (2)
Franklin S. Hamilton, Assy. Method & Plnng. (2)
Robert P. Stache, Welding Group (2)
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Angelina McEnaney, Food Service (2)
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Daniel Smallwood Jr., Alodine (3)
Aron Finn, Alodine, (3)
William Orito, Parts Paint (3)
Andrew J. Stella, Details (3)
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Raymond G. Wisnieski, Mach. Oper.-Tech. Serv. (3)
William F. Arnold, Prod. Cntl.-Parts Cntrl. (3)
William L. McLean, Maint. Wast. Dispos. & Grond (3)
Richard J. Longwell, Insp.-Mech. (3)
Joseph Avanzato, ILS RF/Cntrls. (4)
Kenneth E. Rafuse, Air Traffic & Radio Comm. (4)
Thomas W. Downs, Insp.-Mech. (4)
Bart W. Collins, ILS Equip. Tech. Mgt. (5)
Clifford E. Miller, ILS Prog. Cntrls. Mgt. (5)
Jack E. Martin, ILS Sys. Tech. Proj. Mgt. (5)
Helen K. Cvirko, Presentations Serv. (5)
Walter Siddruk, Life Sciences (5)
Ben Steinberg, Reliability (5)
Bruce E. Yberg, Proposal Ops. (5)
Joseph B. Rosner, Corp. Instr. Sys. (5)
Frank F. Albanese, Insp.-Mech. (5)
Ernest G. Wilson Jr., Prod. Devel. Cent. (5)
Robert J. Brown, Prog. Contracts (5)
William H. Arnzen, Instr. Test (6)
Howard E. Brockway, Engines (6)
Frederick J. Basel, Elect. Install. (6)
Paul A. Faulkner, Elect. Install. (6)
Eugene Bourree, Structures (6)
Alan L. Pulcrano, Structures (6)
Nicholas R. Filloramo, Structures (6)
Fred J. Reynolds, Support (6)

Ernest J. Feindt, Matl. Handl./Storage (6)
Frances E. Geyer, Repair Cntrl. (6)
Clifford F. Lennon Jr., Sys. Des. (7)

G. Fikar

R. Le Carpentier

F. Russ

S. Albanese

G. Slavik

C. Gerchario

W. Marcickiewicz

S. Kerekes

D. Archer

W. Dodson

E. Chlanda

L. Damiani

A. Baker

A. Stanziale

C. Ganassa

H. Chodkowski

H. Moreira

B. Weiss

J. Poche

E. Rolko

H. Stanley

T. McGowan

N. Kirschbaum

F. Berger

R. Higgins, Jr.

G. Downs

W. Junge

Arthur A. Levasseur, Simulation (7)
Roy V. Mongelli, Resources (7)
Robert E. Chapman, Flight Ops. (7)
Robert L. Derabertis, Flight Avionics (7)
Paul P. Lieberman, Reliability Prod. Supp. (7)
Gail G. Work, Air Traffic & Radio Comm. (7)
Daniel J. Eynard, Flt. Ops. Insp. (7)
Anthony J. Toran, Subcontractor Surveil. (9)
Biagio Favuzza, Jigs & Fixtures (9)
Edward J. Wick, Electro-Mech. Lines (9)
Joseph G. Bianchino, Structural Des. (9)
Robert L. Carri, Adv. Sys. Tech. M/S (9)
Peter J. Wolski, Q.C. Qual. Eng. (10)
Allan V. Brooks, Maint.-Rearrangement (12)
Salvatore J. Stracquadaini, Adv. Matl. & Process Devel. (12)
Henry Grzeta, Meas. Stds. (12)
Allen V. Svoboda, Meas. Stds. (12)
Alfred J. Schwarz, Meas. Stds. (12)
Leroy Ladson, Maint.-Rearrangement (14)
Oscar L. Nelson Jr., Digital Technology (14)
Charles L. Parker, Repro Servs. (15)
Fritz E. Kerpa, ILS Tech. Writ. (15)
John F. Downing, ILS Tech. Writ. (15)
Martin C. Czechowicz, Property Dis. (17)
Mary E. Zuk, Repro Servs. (17)
Harry B. Hulse, Trans.-Ops. (20)
Joseph Illari, Trans.-Ops. (20)
Jack B. Russell, Prod. Cntl.-Parts Cntrl. (24)
John F. Brown, Mfg. Sched. (25)
Kenneth W. Parvin, Struct. Des. (25)
Fortunata V. Altmayer, Software Sys. Tech. Dev. (25)
William T. Siino, Operations (25)
Thomas A. Costa, Sys. Eng. Proj. Engineers (25)
Julia McNally, Prog. Qual. Mgt. (25)
Domenick F. Pagnozzi, Prog. Contracts (25)
Michael Oliva, Repair Cntrl. (30)
Henry J. Cilli, Invent. Plant Anal. (30)
Chester Jurusik, Reqts. Plnng. (30)
Thomas N. Telera, Reqts. Plnng. (30)
Louis Willen, Mach. Parts/Raw Matl. (30)
Gerald F. Manley, Matl. Mgt. M/S (30)
George D. Small Jr., Matl. Mgt. M/S (30)
Robert A. Byrne, Est. Resources (30)
Edward J. Calhoun, Prog. Plnng. Cntrl. & Budg. (31)
Anne E. Kelley, Document Processing (35)
Benjamin J. Pernick, Sys. Sciences (35)
Herman Rodenburg, Research Tech. Supp. & Ops. (35)
Edward J. Rumpf, Sys. & Cntrl. (35)
John Endres, Router & Shear (37)
Victor Star, ILS Equip. Tech. Mgt. (40)
Joseph J. Feeney, ILS Prog. Cntrl. Mgt. (40)
Thomas R. Kuhn, ILS Tech. Servs. (40)
Arthur E. Mayer, ILS Verif. & ILS Supp. (40)
John J. Carberry, ILS Elect. Eng. (40)

Manuel F. Nash, ILS RF/Controls (40)
Fred R. Golder, ILS Sys. Des. Eng. (40)
Daniel Zunitch, ILS Sys. Des. Eng. (40)
Kenneth R. Sullivan, ILS Sys. Des. Eng. (40)
Lawrence J. Fortier, ILS Sys. Des. Eng. (40)
John Gardella, Operations (40)
Dnaiel Gayle, Operations (40)
Charles A. Magrath, Operations (40)

Charles J. Hanft, Des. Eng. Proj. Eng. (40)
Vitaliano F. Simoneschi, Config. Data Mgmt. (40)
Joseph H. Cook, Mech. Details & Fin. (43)
Raymond P. Melograne, Mech. Detail & Fin. (43)
Edward Whitlow, Avionics Sys. Test (43)
Kenneth Gregory, Avionics Sys. Test (43)
Richard Harbison, Avionics Sys. Test (43)
Henry Cajowski, Mfg. Reqts. Plnng. (43)

Richard Oelkers, Methods Eng. A/C (43)
Arthur Sherry, Methods Eng. A/C (43)
Joseph Ciezkowski, Methods Eng. A/C (43)
Anthony Petrone Jr., Methods Eng.-GSE (43)
Orlando Capodieci, Insp.-Mech. (43)
Cephas P. Pope, Elect. Cable Fab. (44)
Vincent Iacopelli, Avionics Purchasing (44)
William C. Hons, Invent. Mgt. (44)
David Nutt Jr., Tool Design (66)
Salvatore D'Ambrosio, Matl. Cntrl. (66)

James A. Romanski, Finance (66)
George LeDoux, Prod. Mgmt. Ops./Staff (77)
Frederick Brooks, Inspect./Q.C. (77)
Robert Atkinson, E-2C Wings/F-14 Weapons (77)
William Weremeichik, F-14 AFT Sect. Assy. (77)
Gus G. Vasil, Indust. Eng. (77)
Philip Sameck, Mat. Mgt. (77)
Robert Hansen, Sub-Assy. (77)
Clifford Smith, Sub-Assy. (77)
James Flowers, Prog. Mgt. Stuart (77)
Robert Hughes, A/C Sys. Serv. (79)
Mary Whalen, Supplier Cntrl. (87)
William F. Neuner Jr., Production (88)
Louis Klein, Field Admin. & Liaison (89)
Marie Ludwig, Payroll (111)
Harry P. Stuckey Jr., Corp. Sys. (111)

Time to sign up

Open enrollment for Grumman's Family Protection Plan, a voluntary life insurance program, takes place October 27 through November 14.

If you started working at Grumman during the past 12 months, your administrator will be contacting you. Other Grummanites who wish to find out more about this life insurance program should fill out a Family Protection Plan form at their nearest Employee Services office; an appointment with the enrollers will be made.

Grummanites are reminded that this is the only time that they may sign up for this life insurance plan. If you have any questions, call Loretta Gagne or Pat Strozak on Ext. 3521.

Credit Union members enter electronic age

The Bethpage Federal Credit Union now offers electronic banking to members who work in the Bethpage complex.

Called "The Safe," the three automated teller mechines are located in the credit union lobby, at the drive-up window and in "The Safe" building across the street from Plant 5.

"Because of the size of the Grumman complex here in Bethpage, many members work at a distance from our office," says Pete Seitz, BFCU general manager. "To make it easier for them to transact their financial business, we arranged with Grumman to have a special building located between the two most heavily populated plants, Plant 2 and Plant 5."

"The Safe" building will be open from 6 a.m. to 6 p.m. Its teller machine is linked directly to the credit union's computer. Members can deposit into or withdraw from their share account or share draft account; transfer funds from one account to another; obtain a cash advance from their VIP line of credit; make a loan payment; or make an inquiry into their account balance.

The automated teller machine located next to the manned drive-up window is also open for business from 6 a.m. to 6 p.m. The office lobby machine will be available during regular lobby hours, 8 a.m. to 5 p.m.

Members residing or working in the Bethpage area will receive their SafeCards by mail. Each plastic card is personalized with the member's name and account number. Only the member can use it to unlock The Safe by selecting his or her own Safe Code.

To select this identification code, you must bring your SafeCard to the Transaction Card Department in the credit union building. You will use the credit union's encoding machine and record your own secret SafeCode. Only you and The Safe will ever know your SafeCode.

Demonstration of the SafeCard will also be available at this time by trained credit union employees.

The way it was

Historic family rests in peace

One hundred and fifty years ago, before cars and airplanes and shopping centers and Grumman, Bethpage was a small farming community.

And within Grumman's gates is a quiet reminder of that world — the cemetery of the Powell family, who were among the earliest residents of Bethpage. The cemetery is down the road from the warehouses, across from the noise of Plant 3, on the way out to Stewart Avenue. Some of the stones are worn almost smooth by the rain and the wind of more than a century.

According to Gary Hammond, the historian for the town of Farmingdale, the people who are buried there descended from Thomas Powell of Huntington, who was born in 1641. A Quaker, Powell refused to pay Church of England taxes, and settled in the area now known as Farmingdale. Powell bought the 20-square-mile area encompassing parts of Farmingdale, Plainview, Bethpage, Old Bethpage, and Plainedge from the Massapequa Indians for the sum of 120 pounds.

"From his two marriages, Thomas Powell was the father of 16 or 17 children," says Hammond. "The land was subdivided many times among his sons and grandsons."

One of the great grandsons, also named Thomas Powell, owned a farm that extends from the present Bethpage State Park to the center of the Grumman property.

Some of the headstones are quite simple; others are more heavily detailed. A design that appears on many of them is a hand within a circle; the index finger points heavenward, and the engraving says, "Gone Home."

Most of the Powells seem to have lived to a ripe old age. There is Maria, wife of George Powell, who died in August, 1882 at the age of 78. John Powell died in July, 1877: he was 84 years old.

It was fashionable at the time to inscribe the stones with a poem or verse. A few are rather austere and unemotional: "Blessed are the dead who die in the Lord," is written on Jarvis Powell's gravestone. "The Lord giveth and the Lord taketh away," is on another one.

But there are a few very young people buried there, too — and although they have been gone for over 100 years, it is still sad to read the inscriptions on their headstones.

"Unfortunately, we don't have many records about the children who died," says Hammond. Except for one of them: Catherine Smith, the daughter of Ephraim and Sarah Smith. Hammond believes that Ephraim Smith was the founder of the old brickworks that still stands on Round Swamp Road near Bethpage State Park.

Catherine died this time of year — on October 26, 1863. And although the engraving is difficult to read and the words a bit sentimental by 1980 standards, her parents' grief endures in the words they had inscribed on their 14 year old daughter's gravestone:

We loved her, yes, no longer near
How much we loved her, and how dear.
God loved her too and thought it best
To take her home to be at rest.

Class of '80. *Grumman Masters Fellowship graduates are congratulated by Larry Mead (R), Senior Vice President-Departmental Ops., and Bill Wenzel (2nd R), head of Scholarship office. Graduates are (L to R) Miranda Pavlou, Power Plant Environment; Bob August, Aerodynamics; Ken Eastman, Electrical/Electronic Development; Roland Janbergs and Howard Barina, Software System Development; Ken Bubeck, Structural Analysis. Not pictured: Steve Oliver, Structural Design; and Bob Hachmann, Computer Equipment Design.*

Need a ride to/from work?

BELT PKY BROOKLYN: To Bethpage, looking to start or join carpool. S. Ruzi, 7995/(212) 258-6410

BRONX/WHITESTONE: join existing van pool. E. Theodoratos X3132

BROOKLYN/QUEENS AREA: To Melville plts 40 or 9 via Belt Pkwy & Southern State, need 1 or 2 persons to join xisting 3-person carpool. F. Gaglioti (115) X3650

CENTEREACH/LAKE GROVE AREA: To plt 40, 7:48 to 4:18 shift. K. Riley, X3466

DEER PARK: to plt 30, 8:12 to 4:42pm, start or join. V. Zino X8647

FLUSHING: LIE or Northern State to Bethpage, 7:30 to 4:00pm or 7:50 to 4:20pm. S. Trink X7363

FORT SALONGA: To Bethpage, person to join existing 3-person carpool. T. Geraci, X8677/261-8728

HICKSVILLE ROAD: & Jerusalem Ave, Seaford, need a ride to plt 2, 7-3:30 shift, price neg. P. Valentine, X3715/221-5111

LAKE GROVE/CENTEREACH: to plt 40, 7:48 to 4:18pm. K. Riley X3466/981-5635 eves.

MILLER PLACE: to Bethpage, 7:48-4:18pm, start car pool/join existing. D. Diccianni, X5539 or 473-3191

MIDDLE VILLAGE/MASPETH: to plt 05, 8:00 to 4:30pm. P. Muzio X2950

NESCONSET/COMMACK/E. NORTHPORT: Van Pool to Bethpage, 8 AM shift, $60/20 days. R. Wellner, X6432

SEAFORD: plt 2, 7:48-4:18, willing to join or form pool. L. Conboy, X2252

SMITHTOWN AREA: Start or join carpool, 7:48 shift, flexible. J. Hickey, X7752/265-7739 eves

SMITHTOWN: area, to plt 6, 7, 8. J. Lange X117-6751

SOUTH HUNTINGTON: ride needed from Walt Whitman mall area to plt 15, 7:30-4 shift, willing to pay ½. N. Ranneklev, X8373/423-6828

STRATHMORE/LAKE GROVE: to plts 30/35, 8:00 to 4:30. H. Glockman X8361

WEST ISLIP: plt 24, 7:30 to 4:00 pm, non-smokers. E. Legname X4403

Vanpool fleet expands

In your private war with inflation, are you losing the battle with rising gasoline costs? Do you dread commuting to work alone during the harsh winter months? Grumman vanpooling just might be the answer to your commuter woes.

At present, there are 10 Grumman vanpools in operation. Vanpool members point to the gas savings, lower car insurance rates and less wear-and-tear on the family car as the prime reasons that they signed up for vanpool service.

In addition, they say that they are more relaxed when they get to work in the morning and arrive home in the evening when they leave the driving to someone else.

The Grumman vans carry between nine and 11 passengers and come equipped with air conditioning and an am/fm radio.

You can find out more about this commuter service by stopping by your nearest Employee Services office and filling out a vanpool registration card. Hank Patterson will contact you as soon as your card is received. Patterson can be reached on Ext. 7444 for additional information.

scorecard

Stuart finishes seventh

The Stuart Operations women's bowling varsity finally finished in the top 10 of the annual Florida Women's Bowling Association Tournament.

Held in Melbourne, the 32nd annual tourney drew 300 doubles teams in the Class E event. As a team, Grumman finished seventh.

Team captain Cindy DeLancy and her partner Kathy Nabeack rolled a combined score of 938 to finish fifth in the doubles competition.

Other members of the Stuart varsity team are Delores Haddas, Martha Landis, Marie Tschudi and Raeann Wallace.

Varsity keglers. *Vice President Ed Dalva congratulates members of the Stuart Ops. varsity bowling team (L to R) Cynthia DeLancy, Kathy Nabeack, Delores Haddas, Martha Landis, Marie Tschudi and Raeann Wallace.*

Arrow tix

If you plan to see the New York Arrows soccer team this season, stop by the Recreation building.

Discount tickets to all the Arrows indoor games at the Nassau Coliseum in Uniondale are available from Recreation. Grummanites can save $1.50 on each $5 ticket purchased. Call Recreation for details, Ext. 2133.

Darcy wins GRO open

Art Darcy won the second annual Great River championship and kickers golf tournament at the Pine Hills Country Club in Manorville.

Darcy shot 40-40=80 to cap his first golf title. Low net honors went to George DeMatteo who came in with 86-22=66. Using the Callaway system, Frank Bannwarth won with his 121-46=75.

Second place awards were picked up by Bill English for low gross, and Phil Mancuso and John Rinde tied for low net.

Ed Starling hit the longest drive and Sal Sakellarides won the closest-to-the-pin contest.

Hoopsters split varsity

Grumman would like to field two varsity basketball leagues this season: one in the highly competitive Glen Cove league and the other in the Long Island Industrial league.

Last year, the varsity won both league championships. If you are a team-oriented player, varsity coaches Ronnie Knight and Russ Goss would like to hear from you. Call Knight on Ext. 7596, Goss on Ext. 6705.

Rolling along. *Members of the Grumman Roller Skating Club invite all fellow Grummanites and their families to join them at the Levittown Rink every Thursday evening. Lessons are available from 6:30 to 7:30 p.m. Stop down at the rink any Thursday or call Ed Barsalona on Ext. 8322.*

Great exercise

Grumman Recreation's latest offering, "Bodies in Motion" exercise program, is a big success.

The current sessions which feature stretching techniques, aerobics and dancercise will end Tuesday, December 2. Due to the tremendous reception of this 10-week program, Recreation will sponsor "Bodies in Motion" again after the year-end holidays, starting January 6, 1981.

In addition, Recreation is looking into Saturday morning sessions for Grummanites and their family members.

A free class for those interested in next year's program will be held on Tuesday, December 16. For further information, call Recreation on Ext. 2269.

Art-photo show

The annual Art and Photography Show takes place just a few weeks from now.

Grumman Recreation will be accepting entries from Grummanites and retirees on November 10, 11 and 12 from noon to 1 p.m. and from 4 to 6 p.m. in the new Recreation building on South Oyster Bay Road.

Family members and friends can view this popular exhibit on the following days: Thursday and Friday, November 13-14, from 4 to 6 p.m.; and Saturday and Sunday, November 15-16, from 1 to 4 p.m.

For details about the annual exhibit, check the last issue of PLANE NEWS, or call Recreation, Ext. 2133.

calendar

Aikido Club: every Mon. and Wed., 5 p.m., GAA bldg.; for sport and self-defense; L.I. Aikido Federation; all Grumman employees welcome. B. Bauman, Ext. 3013

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

American Production & Inventory Control Society: Tues., Oct. 28, Musicaro's, Melville, 6:30 dinner, 8:00 speaker (no charge). Guest speaker will be Jim Burlingame. Guests welcome. N. Heilweil, Ext. 2250

American Society of Mechanical Engineers: Wed., Nov. 12, Antun's, Hicksville, 6 p.m., dinner meeting. Guest speaker will be Fred Haise, Grumman Vice President — Space. Guests welcome. L. Hemmerdinger, Ext. 6168

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Dance Club: every Wed., 5-8 p.m., American Legion Hall, Plainview. Guests welcome. E. Traina, Ext. 2263/M. Brown, Ext. 115-3406

Duplicate Bridge Club: every Thurs., 6 p.m., GAA bldg. Guests welcome. W. Lipman, Ext. 2407

Fencing Club: every Wed., 4:30-7:00 p.m., GAA bldg. Guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd Floor Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

French Club: Tues., Oct. 28, 5:30. For more information call L. Kaufman, Ext. 2323

Karate Club: every Tues. and Thurs., GAA bldg., 5:15 to 7:00 p.m., black belt instructors, physical and mental development; beginners welcome; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., GAA bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 115-6330

Tennis Club: 2nd Wed. of every month, 5 p.m., Pl. 5 conference room A. M. Dolderer, Ext. 6498

Personals

I wish to thank my friends and co-workers for their thoughtfulness and concern during my recent recovery. Toni Zumpano

We wish to extend our sincere thanks to all our friends and co-workers for their sympathy and kindness during the recent loss of my father. Anneliese Braun and Family

On behalf of my children and myself I wish to express our deep gratitude to all Ed's friends and co-workers for their kind expression of sympathy during the recent loss of my husband. Family of Edward Lewis, Jr.

My sincere thanks to my friends and co-workers for their kind words and expressions of sympathy on the loss of my dear brother. Doris Koshers

We wish to express our deep appreciation to my co-workers and friends for their kind expression of sympathy and thoughtfulness shown during the recent loss of my brother. Lottie Lewis and Family of Fred H. Mueller

Her hobby is a doggone winner

Grummanite Linda Gallagher is putting on the dog.

Linda's entry — a hand-spun, hand-knit sweater — won her top honors at this year's Grumman Hobby Show. The sweater, which Linda claims, "Feels like angora and wears like wool," is made entirely of dog hair.

"I'm used to all the jokes," says Linda, whose interest in weaving natural fibers began six years ago when she acquired an antique spinning wheel. "Some people even think I'm a little crazy."

The award-winning sweater was made from the soft undercoat of several Keeshound dogs that belong to a neighbor. Keeshounds are a breed of small, heavy-coated dogs noted for a thick ruff around the neck, shoulders and chest. This extra layer of fur is shed by the Keeshound each spring. Since Keeshounds do not shed a great deal of fur, the material for any one sweater may take several seasons to collect.

Linda estimates that it takes approximately 60-70 hours to complete a dog hair sweater, and finds the entire process, "challenging and at the same time relaxing." She accomplishes most of her work out of doors, on family camping trips. "It's sort of a back-to-nature thing."

Linda is an avid history buff and a member of the Sagtikos Historical Society. "Spinning has helped me keep in touch with our heritage," she says. This year, she will be teaching others to spin at the Bayard Cutting Arboretum in Oyster Bay.

Linda first spins fiber into yarn. The yarn is then washed, blocked and knitted into clothing. She outfits her entire family in her creations at bargain basement prices.

Best in Show. *Tom Kane (C), Vice President-Business Development, and Chet Baumgartner, head of Recreation, congratulate Linda Gallagher, this year's Hobby Show grand prize winner.*

The dog hair sweater, which would retail for $300, cost her less than $10 to make. Linda also grows her own flax and collects cat hair for conversion into yarn.

"I do it because it's fun and it's economical," says Linda.

Other winners in the Grumman Hobby Show are:

Ceramics — Frieda Giacona — Pl. 111; Lois McIntyre — Pl. 111; Edward Stenchever — Pl. 14.

Collections (Coin, Stamp & Miscellaneous) — Don Blossom — Pl. 02; Catherine Struble — Pl. 02.

Crocheting — Muriel de Beaumont — Pl. 15; May D'Aresta — Pl. 111; Margaret Mezzacapo — Pl. 02.

Embroidery/Crewel — Josephine Matters — Pl. 44; Betty Bohlander — Pl. 111; Rita Mathia — Pl. 30.

General — Don Buchheim — Pl. 43; Joe Thompson — Retiree; Eleanor Scott — Pl. 02.

Knitting — Linda Gallagher — Pl. 25; Mildred Reh — Pl. 30; Gertrude Haugwitz — Pl. 35.

Metal Work — Walter Stehlin Jr. — Pl. 02; John Ptacek — Pl. 01; Kenneth Hale — Pl. 05.

Models (Miscellaneous) — Dean Richmond — Pl. 05; Al Kuhn — Pl. 25; Paul Daniel — Pl. 12.

Model Planes (Flying, Scale) — Sam Loffredo — Pl. 02.

Model Planes (Flying, Non-scale) — Jack LaCara — Pl. 02; Joe Kaltenback — Pl. 03.

Model Planes (Non-flying, scale) — Paul Daniel — Pl. 12; William Barto — Pl. 15; John Lundgren — Pl. 12.

Model Railroads (Rolling Stock) — Thomas Rothwell — Pl. 05; Ray Muntz — Pl. 40.

Model Railroads (Roadside Scenery) — Bill Kiesel — Pl. 25; Ray Muntz — Pl. 40.

Needlepoint — Patricia Ogilvie — Pl. 35; Marian Mulnard — Pl. 30; Michele O'Brien — Pl. 25.

Sewing/Quilting — Sue Ettlinger — Pl. 02; Catherine Struble — Pl. 02; Millie Raimonde — Pl. 111.

Ship Models (Kits) — Don Imgram — Pl. 25; William Kennard — Pl. 06; Sam Loffredo — Pl. 02.

Ship Models (Original Design) — Don Blossom — Pl. 02; John Lanphear — Pl. 02; Anthony Zolek — Retiree.

Wood Carving — Dean Richmond — Pl. 05; James Reason — Pl. 06; James Iannone — Pl. 12.

Wood Working — Andrew Pfortsch — Pl. 25; Anthony Zolek — Retiree; Robert Rose — Pl. 30.

Hooked Rugs — Marion Jackson — Pl. 30; Dolores Konchalski — Pl. 05; Catherine Struble — Pl. 02.

Special Retiree Award — Elizabeth Schledorn.

Wooden whistler. *Dean Richmond's entry placed first in the wood carving category. (Photos by Marie Trimborn)*

GRUMMAN plane news

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